

**38th MACAU MOTORCYCLE GRAND PRIX****SPORTING REGULATIONS****Table of Contents**

<b>Contents</b>	<b>Article</b>	<b>Pages</b>
<b>ACCEPTANCE AND REFUSAL OF ENTRIES</b>	10	3
<b>ADVERTISING AND RIGHTS</b>	44	17
<b>BEHAVIOUR OF RIDERS</b>	29	10
<b>BRIEFING</b>	27	9
<b>CLIMATICAL CONDITIONS</b>	42	16
<b>COMPETITION NUMBERS</b>	19	5
<b>CONDITIONS FOR ENTRY</b>	9	3
<b>COURSE RULES</b>	28	9
<b>DATE</b>	1	2
<b>DESCRIPTION OF COMPETITIONS</b>	5	2
<b>ELIGIBLE MOTORCYCLES</b>	21	5 - 6
<b>ELIGIBLE RIDERS</b>	12	3
<b>ENTRIES</b>	8	2
<b>EQUIPMENT AND PROTECTIVE CLOTHING</b>	24	8
<b>EYE PROTECTION</b>	26	9
<b>FINISH</b>	36	13
<b>FLAG / LIGHT SIGNALS</b>	39	14 – 15
<b>FUEL</b>	17	4
<b>GRIDS</b>	14	4
<b>HELMETS</b>	25	8 – 9
<b>INSURANCE</b>	6	2
<b>INTERPRETATION AND PENALTIES</b>	16	4
<b>MECHANICAL PITS</b>	32	10 - 11
<b>PADDOCK AND GARAGES</b>	31	10
<b>“PARC FERMÉ” (Closed park area)</b>	38	14
<b>PASSES</b>	20	5
<b>PLACE</b>	2	2
<b>POSTPONEMENT, ABANDONMENT OR CANCELLATION</b>	11	3
<b>PRACTICE</b>	33	11
<b>PROMOTER</b>	3	2
<b>PROTESTS</b>	15	4
<b>QUALIFIED STARTERS</b>	13	3
<b>RACE CONTROL</b>	30	10
<b>REQUIREMENTS FOR ALL MOTORCYCLES</b>	23	6 – 8
<b>RIDER INSURANCE</b>	7	2
<b>SAFETY CAR</b>	41	16
<b>SANCTIONS</b>	40	15
<b>SCRUTINEERING AND DOCUMENTATION/EQUIPMENT CHECK</b>	18	5
<b>SPARE MACHINES</b>	22	6
<b>START OF THE RACE</b>	35	12 - 13
<b>START PROCEDURE</b>	34	11 – 12
<b>STOPPING A RACE AND RESTART</b>	37	13 – 14
<b>TROPHIES AND PRIZE MONEY</b>	43	16 – 17
<b>TYPE OF MEETING</b>	4	2
<b>MGPC Scooters Cup</b>	<b>APPENDIX ONE</b>	18 – 20
<b>COMMITTEE MEMBERS AND RACE OFFICIALS</b>	<b>APPENDIX TWO</b>	21 – 23
<b>PROVISIONAL PROGRAMME FOR SCRUTINEERING / DOCUMENTS CHECK</b>	<b>APPENDIX THREE</b>	24
<b>PROVISIONAL PROGRAMME</b>	<b>APPENDIX FOUR</b>	25

# 38<sup>th</sup> MACAU MOTORCYCLE GRAND PRIX

## SPORTING REGULATIONS

1. **DATE:** Saturday, November, 20, 2004.
2. **PLACE:** Guia Circuit, Macau (1 Lap - 6.118 km or 3.8 miles).
3. **PROMOTER:** The Macau Grand Prix Committee.
4. **TYPE OF MEETING:**

International Meeting approved by F.I.M., inscription in F.I.M. calendar N.º 190/03, under F.I.M. Sporting Code together with these regulations and any bulletins/or final instructions issued by the Organizing Committee and/or the Stewards of the meeting.
5. **DESCRIPTION OF COMPETITIONS:**
  - 1) 38<sup>th</sup> Motorcycle Grand Prix (International) – 15 laps.
  - 2) 2<sup>nd</sup> MGPC Scooters Cup (national) – 5 laps.
  - 3) All races will be mass started from a standing grid.
  - 4) All races will be run in a clockwise direction.
  - 5) All races are invitational races.
6. **INSURANCE:**
  - 1) The promoter of the Event must provide 90 days before the event that all competitors, their personnel, sponsors, agents and riders are covered by adequate third party insurance.
  - 2) Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.
  - 3) Sight of the policy must be available to the competitors on demand.
  - 4) Riders taking part in the Event are not third parties with respect to one another.
7. **RIDER INSURANCE:**
  - 1) FIM Riders license holders, require Insurance as per FIM Regulation.
  - 2) The possession of the said Insurance must be mentioned either in the rider license or in the rider release from his FMN.
8. **ENTRIES:**

Entries must be submitted on the official entry form, and accompanied by:

  - 1) Rider's name, photo and FIM License number.
  - 2) Name and photos of team members, with I.D. or passport number.
  - 3) All entries to be sent to AUTOMÓVEL CLUBE DE MACAU – CHINA. Av. da Amizade, Edif. do Grande Prémio Tel: (853)726578 Fax: (853)726579.
  - 4) Hong Kong entries to be delivered in person to HKAA. G/F, 391, Nathan Rd., Yau Ma Tei, KLN, HK. Tel: (852) 23322610 Fax: (852) 27820555.
  - 5) Entries will close on 30<sup>th</sup> September 2004 or, when the maximum number of motorcycles permitted in the practice session is reached.
  - 6) Entries received between the closing date and 7<sup>th</sup> of October will be subject to a double entry fee penalty.
  - 7) A minimum of 15 entries must be received for a race to be run.
  - 8) For the MCGP, the maximum number of riders permitted to take part in the practice session is 47.

#### **9. CONDITIONS FOR ENTRY:**

1) The rider, on his own behalf and on behalf of all members of his team, shall declare that he has read these Regulations and bulletins if any, and agrees to be bound by them, and the provisions of the F.I.M. International Sporting Code.

2) The rider on his own behalf and on behalf of his team members shall agree to save harmless and keep indemnified the Government of Macau, the Automóvel Clube de Macau-China, the Macau Grand Prix and Race Committees, their respective officials, servants, representatives and agents including any civil authority or personnel, or any firm or individual connected with the administration, organization or sponsorship of the race meeting from and against all actions, claims, cost, expenses and demands in respect of death, injury, loss, damage or delay to his person and property and of his mechanic(s) or team members (as the case may be) howsoever caused, arising out of or in connection with participation in the race meeting or transportation to or from race meeting, notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

3) The rider shall declare that he and all other persons in any way connected with his entry recognize and accept that the sole jurisdiction in all matters arising out of this race meeting is vested in the Macau Grand Prix Committee and that none of them will contest before the Judicial, Civil or Commercial Powers.

4) The rider shall declare that he possesses the standard of competence necessary for an event of the type to which the entry relates, that should he, at the time for the event, be suffering from any disability whatsoever, he shall declare the disability to the Stewards prior to riding on the track, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, and his team members enter upon and use the track and its facilities entirely at his or their own risk.

#### **10. ACCEPTANCE AND REFUSAL OF ENTRIES:**

1) The Automóvel Clube de Macau-China and the Organizer, having regard to the suitability of the vehicle and the rider, will consider all entries received.

2) The Automóvel Clube de Macau-China and the Organizer may refuse to accept an entry of vehicle or rider and their decision will be final. The reason(s) for such a refusal will be notified to the rider.

3) Where an entry is not accepted, the rider will be advised by the Secretary of the Meeting on or before the 30<sup>th</sup> of October and the entry fee will be refunded in full.

#### **11. POSTPONEMENT, ABANDONMENT OR CANCELLATION:**

1) The Organizer reserves the right to postpone, abandon or cancel the Meeting or part thereof.

2) In the event of abandonment, cancellation or of postponement for more than 48 hours, entry fees will be refunded in full, but the rider will have no right of claim against the Promoters or Organizer in respect of any prize money or loss of expenses that he may have incurred or may incur as a result.

#### **12. ELIGIBLE RIDERS:**

1) All riders must hold a F.I.M. approved License, appropriate to the race being entered or, where applicable, a national License. For the riders participating in the 2<sup>nd</sup> MGPC Scooters Cup, please refer to Appendix 1.

2) All riders must be in possession of a starting permission from his FMN (Rider release).

3) The name of the rider shall be stated on the official entry form when the entry is submitted.

4) A rider cannot ride both in the MCGP race and the MGPC Scooters Cup.

#### **13. QUALIFIED STARTERS:**

1) All riders, in order to qualify as starters in the race, must have practiced during at least one official practice period and have completed one timed lap.

2) To qualify for the race, a rider must achieve a time at least equal to 110% of the time recorded by the fastest rider of his class in the qualifying practice.

3) For the Supersport riders the best time will be the time recorded by the fastest rider in the Supersport class.

4) The maximum number of riders permitted to start a race is 45 riders.

#### **14. GRIDS:**

- 1) The grid will be in "Group Start", 4-4-4 configuration.
- 2) Grids shall be determined on times achieved in the qualifying practice, the fastest rider taking pole position.
- 3) In the event of a tie, rider's second and subsequent best times will be taken into account.

#### **15. PROTESTS:**

- 1) Protests as to the validity of any entry or qualification of a rider shall be lodged at the latest by the end of the respective scrutineering.
- 2) Protests over mechanical details must be precise.
- 3) Cost of dismantling consequent upon a protest of this nature shall be paid by the rider making the protest, if his protest is not upheld, the fee or fees will be forfeit.
- 4) A protest as to the make up of the grid shall be lodged within 30 minutes after the publishing of the official qualifying results.
- 5) A protest against any mistake or irregularity occurring while a competition is taking place shall be lodged within half an hour after the finish of the competition or within such further time as the Stewards of the Meeting may think justifiable in order to make the lodging of the protest physically possible.
- 6) Protest related to results will not be entertained later than 30 minutes after posting of results on the official notice board.
- 7) All protests must be made in writing by the rider and delivered to the Secretary of the Meeting within the time prescribed above.
- 8) A protest fee of US\$1000 cash must accompany the protest and in the event of a technical protest a bond of US\$1000 cash for specific parts of the vehicle must also accompany the protest.

#### **16. INTERPRETATION AND PENALTIES:**

- 1) The interpretation of the Regulations, including any Bulletins and Final Instructions and the choice of sanctions where the present Regulations have not automatically stipulated these, falls to the Stewards.
- 2) The decision of the Stewards shall be final, except for the right of appeal as provided in the F.I.M. International Sporting Code.
- 3) All decisions concerning a time penalty or exclusion of riders or vehicles from races taken by the Stewards shall be announced promptly to Pit Marshals and in writing to the rider/team members who must acknowledge receipt.
- 4) Should the Stewards decide to exclude a vehicle from a race or to bring a vehicle to the pits during a race, the rider of the incriminated vehicle shall be warned by signals. For this purpose, the race Official at the finish Line and at the Melco Hairpin shall show the black flag-with the race number of the rider.
- 5) The rider's team members are also expected to show the rider their own "stop" signal from the Pit wall. If the rider does not stop, at the pits at the end of the current lap, the rider will be excluded.
- 6) The fact that certain sanctions are mentioned in these regulations does not prevent sanctions or additional sanctions being applied by the Stewards if this is considered necessary.

#### **17. FUEL:**

- 1) Gasoline, which will be RON 92.0 - 102.0 Unleaded, will be available through sources approved by the Organizer.
- 2) The "Premium" unleaded gasoline, available to the public in Macau (local gas stations) may be used.
- 3) Additives are not permitted except in the case of two stroke engines when oil may be added to the gasoline on condition that it does not increase the fuel octane number.  
Fuel sampling/test may be administered at any time and place during the course of the event.
- 4) Any infringement to the fuel specification will result in the disqualification of the rider from the entire meeting.

## 18. SCRUTINEERING AND DOCUMENTATION/EQUIPMENT CHECK:

1) All competing vehicles must be presented at the appointed time and place for examination by official scrutineers, who may, at their absolute discretion, require any rider to comply with their request. Any rider who refuses to comply will be excluded from the race.

2) The scrutineers will check the vehicle for compliance with the regulations and for sound mechanical condition.

3) Any competing vehicle which is modified after official scrutineering or which is involved in an accident must be presented to the official scrutineers, whose approval must be obtained before the vehicle is driven on the officially closed course.

4) A competing vehicle may be subject to scrutineering or dismantling after practice or races to ensure conformity with the regulations.

5) Riders must be present at the documentation and safety equipment check.

## 19. COMPETITION NUMBERS:

1) All numbers will be allocated before the meeting and must be in position before scrutineering.

2) The numbers shall be durable and must be shown during practice and racing.

3) The Chief Scrutineer may reject any vehicle whose numbers do not meet the specifications.

4) The timekeepers may decline to record the performance of any vehicle whose competition number is not readily apparent to the lap recorders.

5) Numbers and Backgrounds:

(1) Racing numbers must be affixed to the front and the two sides of the motorcycle so that they are clearly visible to the spectators and officials.

(2) Numbers must be a minimum height of 140 mm.

(3) Numbers must be of a colour, which is distinctive when viewed against the background colour.

(4) In case of a dispute concerning the legibility of number, the decision of the Stewards of the Meeting will be final.

(5) Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25 mm around the numbers.

## 20. PASSES:

1) A team shall consist of the rider and members of the Mechanical and Timing Teams.

2) Passes for MCGP race and MGPC Scooters Cup will be issued on the following basis:

	MCGP	MGPC Scooters Cup
Rider	1	1
Mechanics	3	1
Timing	2	1
Total of passes	6	3

3) Passes will not be issued unless names and identity card or passport numbers are produced.

4) Passes will be issued at the track office to the rider, or his representative authorized in writing.

5) Passes must be properly worn.

6) Abuse of the privileges, will result in the passes being withdrawn.

## 21. ELIGIBLE MOTORCYCLES:

38<sup>th</sup> Motorcycle Grand Prix - Classes:

### MCGP:

- GP FIM Road Racing Grand Prix Regulations 2004.

- Motorcycle of unlimited capacity – FIM or AMA Regulations.

- 4-stroke prototype motorcycles

- Supersport class: 600 c.c. and up to 750 c.c..

MGPC Scooters Cup:

- 50 c.c. and 70 c.c., 2 strokes (Automatic transmission).
- 125 c.c., 4 strokes (Automatic transmission)

**22. SPARE MACHINES:**

No spare machines are allowed for the event.

**23. REQUIREMENTS FOR ALL MOTORCYCLES:**

1) Engines:

- Engines must be normally aspirated.
- Cubic capacity of the cylinder/engine will be defined by the swept volume of the cylinder, i.e. the area of the bore of the cylinder multiplied by the stroke.
- No tolerance on capacity is permitted.

2) Weights

The following are the minimum weights of the motorcycles, without fuel:

- MotoGP (2 stroke)
  - 1 cylinder - 101 kgs
  - 2 cylinders - 101kgs
  - 3 cylinders - 116 kgs
  - 4 cylinders - 131 kgs
- MotoGP (4 strokes)
  - 3 cylinders or less - 138 kgs
  - 4 or 5 cylinders - 148 kgs
  - 6 cylinders or more - 158 kgs
- Supersport
  - 600 cc - 4 cylinders - 162 kgs
  - 750 cc - 2 cylinders - 170 kgs

3) For the Supersport class, the machine will be weighed in the condition they were at the end of the race, and a tolerance of 1% in the weight of the machine will be allowed after the race.

4) Ballast may be added to achieve the minimum weights.

5) To remove the variable element of the weight of any remaining fuel, GP motorcycles will be weighed without the fuel tanks for which a 2 kg allowance will be made.

6) Fuel Tanks:

- Fuel Caps must be leak proof and have a positive closing device.
- Fuel tank breather pipes must include a non-return valve.

7) Throttle controls must close automatically when released.

8) Handlebars:

- MCGP motorcycles - handlebars must have a width of not less than 450mm, and their ends must be solid or rubber covered.
- The width of the handlebar is defined as the width measured between the outside of the handlebar grips.
- There must be at least 15 degrees of movement of the steering each side of the centre line.
- Solid stops must be fitted to ensure a clearance of at least 30mm between the handlebar and the tank when at the extremes of lock.

9) Brakes:

- Motorcycles must have a minimum of one brake on each wheel that is independently operated.

10) Exhausts:

- The outlet of the exhaust must not extend behind a line drawn vertically through the edge of the rear tyre.
- The last 30mm of the exhaust pipe must be horizontal and parallel to the centre line of the motorcycle with a tolerance of +/- 10 degrees.

11) Footrests

- Footrests must have rounded ends with a minimum solid spherical radius of 8 mm.
- During a race, riders must adopt a position with their feet on the footrests. If a rider adopts any other position he will be excluded.

12) Fairing / Bodywork

- The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.
- The maximum width of bodywork must not exceed 600mm.
- The width of the seat or anything to its rear shall not be more than 450mm (exhaust pipes excepted).
- Bodywork must not extend beyond a line drawn vertically at the leading edge of the front tyre and a line drawn vertically at the rearward edge of the rear tyre. The suspension should be fully extended when the measurement is taken.
- When viewed from the side, it must be possible to see:
  - At least 180 degrees of the rear wheel rim.
  - The whole for the front rim, other than the part obscured by the mudguard, forks or removable air-intake.
  - The rider, seated in a normal position with the exception of the forearms.
  - No transparent material may be used to circumvent the above rules.
  - No part of the motorcycle may be behind a line drawn vertically at the edge of the rear tyre.
  - There shall be a maximum differential of 150mm between the base of the seat and the highest point of the seat.
  - Mudguards are not compulsory, but when fitted, front mudguards must not extend:
    - In front of a line drawn upwards and forwards at 45 degrees from a horizontal line through the front wheel spindle.
    - Below a line drawn horizontally and to the rear of the front wheel spindle.

13) Clearances:

- The motorcycle unloaded, must be capable of being leaned at an angle of 50 degrees from the vertical without touching the ground other than with the tyres.

14) Breather Pipes:

- Any breather pipe from the engine, gearbox and fuel tank must discharge into a suitable container with a minimum capacity of 250cc. There must be separate container for each breather pipe.
- For Supersport class - compliance with FIM – Road Racing World Championship Superbike & Supersport Regulations, Article 2.5.

15) Materials:

- The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden.

16) Tyres and Rims:

- Racing tyres must be used.
- Maximum rim widths are as follows:
  - MotoGP: Front - 4.0" / Rear - 6.25"

17) Starter Motors:

- Must be disabled to the satisfaction of the Chief Scrutineer throughout the meeting. Kick starters must also be removed.

- 18) Noise-Maximum noise level:
- Noise level test will be conducted in accordance with F.I.M. technical rules, at scrutineering, after practices and races and at any other time required by Race Officials.
  - MotoGP – 113 dB/A (2 stroke) and 130 dB/A (4 stroke)
  - Supersport Class – 107 dB/A
  - 4-stroke prototype motorcycles – maximum level of 130 dB/A

- 19) General:
- The streamlining used on motorcycles must comply in all aspects with current F.I.M. regulations for the classes of machine concerned.
  - Notwithstanding the aforementioned regulations in paragraphs 8) Handlebars, 10) Exhaust, 11) Footrest, 12) Bodywork, 13) Clearances and 14) Breather pipes, the motorcycles will be considered legal if they comply in all aspects with the current FIM Regulations for the classes of machines concerned.
  - For MCGP machines over 500cc machine complying with current AMA Regulations will also be deemed legal.

- 20) The following items must be altered if the motorcycle does not comply:
- Safety bars, centre and side stands must be removed.
  - Oil pipes and drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired.

- 21) Telemetry:
- Information must not be transmitted in any way to or from a moving motorcycle;
  - Automatic lap timing devices are not considered as telemetry.

#### **24. EQUIPMENT AND PROTECTIVE CLOTHING:**

- 1) During practicing and racing, the riders must wear the following clothing and footwear:
- A complete leather suit of at least 1.2mm in thickness, on all parts of the suit;
  - Non leather material may be used if it meets the requirements laid down by the F.I.M..
- 2) The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:
- Shoulders;
  - Elbows;
  - Both sides of the torso and hip joint;
  - The back of the torso;
  - Knees.
- 3) Riders must wear complete undergarments if they use suits that are not lined.
- 4) Suitable undergarments may be of the Nomex type, they may also be silk or simply cotton.
- 5) Synthetic materials which may melt and which could harm the rider's skin in an accident are not allowed, neither for the suit lining nor for the undergarments.
- 6) Rider's footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection.
- 7) Riders must wear leather protective gloves.

#### **25. HELMETS:**

- 1) It is compulsory for all participants taking part in practice and races to wear a protective helmet.
- 2) The helmet must be properly fastened, be of good fit, and be in good condition.
- 3) The helmet must have a chinstrap type "retention system".
- 4) All helmets must be marked with one of the official international standard marks mentioned in FIM.
- 5) All protective clothing and Helmets must be presented at the equipment check.
- 6) Helmet Operative Instructions:

- Scrutineers must check prior to practice and the races that all helmets meet the technical requirements.
  - If a helmet does not meet the technical requirements and is found to be defective, the Technical Steward will remove all approval marks and retain the helmet until the end of the event. The rider must submit another helmet for approval by the Technical Steward.
  - After an accident involving impact, the helmet must be presented to the Technical Steward for examination.
- 7) All helmets must be intact and no alteration must have been made to their construction.
  - 8) The Technical Steward and/or the Technical Scrutineer may perform the following checks before the rider is permitted to take part in practice:
    - 9) Helmet fits well on the rider's head.
    - 10) It is not possible to slip the retention system over the chin, when fully fastened.
    - 11) It is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.
    - 12) Helmet must be of the full-face type and conform to one of the recognised international standards:
      - EUROPE: ECE 22 - 04 or ECE 22 - 05 'P'
      - USA: SNELL M2000
      - JAPAN: JIS T 8133:2000
      - UK: BS 6658 Grade A

**26. EYE PROTECTION:**

- 1) The use of glasses, protective goggles as well as helmet visors and "tear off" is permitted.
- 2) The material used for eye protectors and glasses must be made of shatterproof material.
- 3) Helmet visors must not be an integral part of the helmet.
- 4) Eye protectors that cause visual disturbance (scratched, etc.) must not be used.

**27. BRIEFING:**

- 1) At a time and place to be announced, the Clerk of the Course or his representative will conduct a briefing for riders and team managers only.
- 2) No questions other than those relating to the actual conduct of the races will be entertained.
- 3) Any rider who fails to attend and sign the attendance sheet will be subject to fine of US\$500 cash payable before practice starts, failure to pay will result in exclusion.

**28. COURSE RULES:**

- 1) It is deemed that riders and team members are fully conversant with the provisions laid down in the F.I.M. Sporting Code.
- 2) All course rules for this event strictly adhere to the Sporting Code.
- 3) Should the motorcycle engine stop on any part of the circuit it may only be restarted by push starting by the rider unaided.
- 4) Push starting must be carried out only in the forward direction of the race or practice.
- 5) Riders obliged to push start during the course of the race or practice must ensure that the operation is carried out in a safe manner and will not cause danger to or hinder other competitors.
- 6) A speed limit of 85Km/h will be enforced in the pit lane during practice and race.
  - Offenders during practice will be subject to a fine of US\$100.
  - Offenders during the race: will have 30 (thirty) seconds added to their race time.

**29. BEHAVIOUR OF RIDERS:**

- 1) Riders must obey the flag signals, the light signals and the boards that convey instructions.
- 2) Riders must ride in a responsible manner that does not cause danger to other competitors or participants, either on the track or in the pit lane.
- 3) Riders must not ride or push their machines in the opposite direction of the circuit, either on the track or in the pit lane.

4) If the rider encounters a problem with his machine that will result in his retirement from the practice or the race, then he should not attempt to ride at reduced speed to the pits, but he should pull off the track and park his machine in a safe place as indicated by the marshals.

5) Stopping on the track during practice or race is forbidden.

6) Riders must not transport another person on their machines other than a fellow rider after the display of the chequered flag.

7) Until the practice or race is completed, riders must wear full uniform and helmet.

8) In the interest of safety, a rider may not stop his vehicle on the racing line during the slow down lap, when returning to the pits after the chequered flag.

9) The penalty for infringement of above paragraphs are as follows:

- Practice: offenders will be subject to a fine of US\$100;

- Race: offenders will have 20 (twenty) seconds added to their racing time.

### **30. RACE CONTROL:**

1) Race Control is under the sole jurisdiction of the Clerk of the Course or his Deputy.

2) No persons other than the Clerk of the Course and his Deputy or persons expressly asked by the Clerk of the Course to perform some essential duty therein are permitted to enter Race Control.

3) A Secretariat of the Meeting office is provided for the convenience of the competitors.

4) Any decision from the Clerk of the Course/ Stewards concerning a team or rider will be communicated in writing to the rider/team members who must acknowledge receipt.

5) The Clerk of the Course (CoC) or the Chief Medical Officer (CMO) can require a rider to have a medical examination at any time during the Event, this medical examination may include an anti-doping test.

6) The CMO shall ascertain whether riders fallen during practice are fit, at his discretion.

7) The riders who fall during the practice sessions and warm up and refuse a medical examination shall be added to the list of unfit riders.

### **31. PADDOCK AND GARAGES:**

1) Pit wall may be used by each timing team wearing the appropriate passes solely for the control of and signalling to their rider(s).

2) Signals displayed from the pit wall shall be of such a size or description as not to obstruct the signals of others.

3) Signals to competing riders by radio communication are prohibited. The presence of radio equipment on a rider capable of receiving and/or transmitting messages from the track side, shall be considered as a breach of this rule and shall result in a fine of US\$200 cash first offence and disqualification for second offence.

4) Signals to competing riders may only be made from the pit wall.

5) The form and colours of signals used at the pit wall must not resemble the international track warning flags.

6) Competing vehicles may not slow down, alter course or stop at the pit wall during official practice or racing. Penalty for breach is exclusion.

7) Smoking is prohibited in the Pit wall area.

### **32. MECHANICAL PITS:**

1) During practice and racing, only the mechanical pits can be used for the servicing and maintenance of competing vehicles.

2) Refuelling is strictly prohibited, unless a race is stopped and re-started.

3) Riders are entitled to carry out servicing or mechanical repairs on their own vehicle on the track, without receiving outside assistance.

4) During a pit stop, 4 appointed persons are permitted to work on a machine.

5) If the rider takes part in the intervention, he will be included in the 4 persons.

6) No other team personnel are allowed in the pit lane.

7) Except during pit stops, all pit equipment including tools and spares must be kept properly at the designated area. The pit frontage must be cleared of all equipment immediately following a pit stop.

8) Pit personnel must remain at the designated pit area and may not set foot upon the pit access road during official practice or race unless attending vehicles during pit stops, in which case they must return to the pit designated area immediately their vehicle(s) restarts.

9) Every precaution must be taken by pit personnel and riders to avoid petrol or oil spillage. If spillage occurs, the Pit Marshals will supervise the adequate disposal of the spillage by the pit personnel concerned.

10) If there is a leakage or spillage of petrol in the pit area, the vehicle must be pushed clear of the danger area under the control of the Pit Marshals before engines may be restarted.

11) Motorcycles may not be ridden, with engine running in the reverse direction in the pit area (i.e. in the direction back towards the pit after over-shooting). The motorcycle must be wheeled back by hand by the rider or assisted by not more than two mechanics.

12) Riders of vehicles intending to enter the pits must switch on headlights if any, and/or extend the left arm in sufficient time to warn other vehicles, pit personnel and Pit Marshals of their intention to enter.

13) Entry to the pits must be by way of the designated pit entrance. Failure to comply will result in exclusion.

14) Riders must not rejoin the race from the pit exit during practice and racing without receiving a GREEN signal or light from the Pit Exit Marshal, under penalty of exclusion.

15) Smoking is strictly forbidden in the mechanical pits, pit areas and in the paddock.

16) The penalty for breach of rules 2) and 4) above will be 30 (thirty) seconds for each offence added to the race time of the vehicle being serviced.

17) Any vehicle that enters the paddock or a pit box during a practice session or race is officially retired.

18) Work in the pit boxes is permitted during the intervals only if races are interrupted.

### 33. PRACTICE:

1) Practice periods will be as laid down in Regulation or as may be announced.

2) All qualifying practice will be timed.

3) The end of a practice sessions will be indicated by the waving of a chequered flag at which time the pit exit will close.

4) A rider's time will continue to be recorded until the allotted time has elapsed.

5) After the chequered flag riders must continue for one more lap and then enter the pit through the pit entrance, or proceed to the "parc fermé" as directed by the marshals.

### 34. START PROCEDURE:

1) **15 minutes** before the start of the race, paddock exit will open for the sighting lap.

2) **10 minutes** before the start of the race, paddock and pit lane exit will close.

- The sighting lap is not compulsory.

- Riders who do not take part in the sighting lap may, under the supervision of an official, push their machine on to the grid up until, at the latest 5 minutes before the start of the warm up lap.

- Riders who do not go on to the grid may start the warm up lap from the pit exit under the instructions of the marshal positioned at the pit lane exit.

- Such riders must have tyre warmers removed and may not change wheels after the display of the 3 minutes board.

- When the riders reach the grid after the sighting lap they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella.

- Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

- Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments, in such a case the rider must start the warm up lap from the pit lane.

- Riders on the grid may, at this stage, make adjustments to the machine. Tyre warmers may be used on the grid but no generators, batteries or other electrical supplies are permitted on the grid exception for the 4-stroke motorcycles, with the help of a starting device.

- All adjustments must be completed by the display of the "3 minute" board. After this board has been displayed, riders who still wish to make adjustments must push their vehicle to the pit lane, from where they will start the warm-up lap.

- Refuelling on the grid after the start of the sighting lap is forbidden.

- The approach of the warm-up lap will be announced by light signals shown, five minutes, three minutes, one minute and fifteen seconds before the start, accompanied by the display of signal boards and by an audible warning.
- 3) **5 minutes** signal before the start of the warm-up lap: Board (“5 minute”) on the grid.
  - 4) **3 minutes** signal before the start of the warm-up lap.
    - Removal of tyre warmers from machines on the grid and at the pit lane exit.
    - Any motorcycle arriving at the grid after 3 minutes signal will start from the back of the grid.
    - At this point all persons other than 1 mechanic (2 for 4-stroke motorcycles) per rider and the person holding the umbrella for the rider must leave the grid with all the equipment.
  - 5) **1 minute** signal before the start of the warm-up lap.
    - Engines will be started.
    - At this point all persons except 1 mechanic (2 for 4-stroke motorcycles) per rider will leave the grid.
    - The mechanic will, as quickly as possible, assist the rider to push start the machine and will then vacate the grid.
    - All riders must be in position on the grid with engines running.
    - No further assistance from mechanics is permitted.
  - 6) **30 seconds** signal before the start of the warm-up lap.
    - Any rider who is unable to start his machine must remove it to the pit lane.
    - They may start warm-up lap from the pit lane.
  - 7) **Start of warm-up lap.**
    - Green lights are lit.
    - The riders will make one lap, at unrestricted speed, followed by a Medical Car.
    - As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap.
    - Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit exit.
    - On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between sidelines defining the grid position and keep their engines running. An official will stand at the front of the grid holding a red flag.
    - Any rider who arrives back at the grid after the arrival of the safety car will be directed into the pits and may start the race from there or he must stop behind the safety car and start the race from there, as directed by a flag marshal with a red flag.
    - Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs.
    - Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to deliberately delay the start by any other means.
    - As each row of the grid is completed the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties.
    - When all panels have been lowered and the safety car has completed its lap, an official at the rear of the grid will wave a green flag.
    - The starter will then instruct the official at the front of the grid displaying the red flag to walk to the side of the track.
    - A red light signal will be displayed for, between 2 to 5 seconds. The red light will go out to START the RACE.

### 35. START OF THE RACE:

- 1) A Medical Car will follow behind the motorcycles for the whole of the first lap.
- 2) After the riders have passed the pit exit the official at this exit will display a green light to start any riders still in the pit lane.
- 3) Should there be a problem on the grid that might prejudice the safety of the start then the Safety Officer/Starter may display all five red lights and the board “Start Delayed”.

- 4) In this instance riders must stop their engines and one (2 for 4-stroke) mechanic(s) per rider will be permitted to enter the grid to assist the riders.
- 5) The start procedure will recommence at the ONE MINUTE stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap.
- 6) If, after the red light go off, a rider stalls his machine, then the start line marshals may assist the rider by pushing the motorcycle along the track until the engine starts.
- 7) If a motorcycle fails to start before reaching a line at the extremity of the pit exit, its rider must push it into the pits.
- 8) Entry to the pits via the pit lane exit is permitted within this time limit only and not at any other time during racing.
- 9) After being started in the pits, the motorcycle may proceed to the pit lane exit but must not rejoin the race circuit without receiving a GREEN signal from the Pit Exit Marshal, under penalty of disqualification.
- 10) Any vehicle that stops on the circuit during the sighting or warm up lap will automatically be excluded from the race and may not be moved other than to the nearest point of safety. Any such vehicle that has mechanical trouble and has not stopped may enter the pits and start from the pit lane only after the race has started.
- 11) Anticipating the start shall be penalised by adding 30 seconds to the rider's racing time. Anticipation of the start is defined by the motorcycle moving forward when the red lights are still on.

### **36. FINISH:**

- 1) When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level.
- 2) When the chequered flag is shown to the leading rider, no rider will exit from the pit lane to reach the track; the red light will be switched on at the exit of the pit lane and a marshal with a red flag will stand at the exit of the pit lane.
- 3) The remaining finishing positions will be determined by the number of laps that each rider has completed when the race ends, but to be counted as a finisher in the race and be included in the results a rider must have:
  - Completed 75% of the race distance covered by the winner.
  - Crossed the finish line within five minutes of the race winner.
- 4) The chequered flag will then be shown stationary to competitors when they cross the finish line, signifying the end of the race.
- 5) On receiving the chequered flag each rider must continue round the circuit at greatly reduced speed for one more lap and return to the paddock, or as directed by the marshals to the "parc fermé", without stopping, without receiving any object whatsoever and without any assistance (except that of the Marshals, if necessary).
- 6) Any bike abandoned by its rider, no matter what the reason, or how short the period, shall be considered withdrawn from the race.
- 7) Any classified machine, which cannot reach the "parc fermé" under its own power, will be placed under the exclusive control of the marshals, who will take the machine to the "parc fermé".

### **37. STOPPING A RACE AND RESTART:**

- 1) The decision to stop the race can only be taken by the Clerk of the Course, or in his unavoidable absence, by the Deputy Clerk of the Course.
- 2) Should it become necessary to stop the race due to the circuit being blocked as the result of an accident or because climatic or other conditions make it impossible to continue the race at that time, the Red Flag will be displayed at the start line and at all marshal's post and the red lights around the circuit will be switched on. Riders must immediately slow down and return to the pit lane.
- 3) The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed.
- 4) The stopping of the race will be dealt with as follows:
  - (1) If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled.

(2) If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started.

(3) If it is found impossible to re-start the race, then the results will count.

(4) If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all the others riders on the same lap as the leader, then the race will be deemed to have been completed.

5) Conditions for the re-started race will be as follows:

- Race to re-start no later than 20 minutes after the initial display of the red flag.

- In the case of situation described in paragraph 4, number (1):

- All riders may re-start.

- Motorcycles may be repaired.

- Refuelling is permitted.

- The laps will be the same as the original race distance.

- The grid positions will be as for the original race.

- In the case of situation described in paragraph 4, number (2):

- Only riders who are classified as finishers in the first race may re-start.

- Motorcycle may be repaired.

- Refuelling is permitted.

- The number of laps of the second race will be the number of laps required to complete the original race distance.

- The grid position will be based on the finishing order of the first race.

- The final result of the race will be based on the results of each rider classified in the two races added together.

- Riders who have completed an identical number of laps will be placed according to the combined time for each race.

- In case of a tie, the result of the last race will be decisive.

### 38. "PARC FERMÉ" (Closed park area):

1) At the end of each qualifying practice session and at the end of the race or the final part of a race that has been interrupted, the first three motorcycles plus any other motorcycles specified by the Chief Scrutineer, must proceed to the "parc fermé" pending inspection by the Technical Scrutineers or potential protests.

2) Machines will normally be released from the check area 30minutes after the finish of the race.

### 39. FLAG / LIGHT SIGNALS:

Marshals and other officials will display flags or lights to provide information and/or convey instruction to the riders. Infringement to this rule will be penalised according to Article 40.

#### 1) Flags and lights used to provide information:

##### (1) Green flag or light:

Course is clear of hazards.

This flag will be shown motionless on the first lap of each practice session and of the warm up, for the sighting lap and on the warm up lap.

This flag will be shown motionless at the flag marshal post immediately after the incident that needed the use of one or more yellow flags / lights.

##### (2) Yellow and red striped flag:

The adhesion on this section of the track could be affected by any reason other than rain.

Shown motionless at the flag marshal post.

##### (3) Blue flag:

One rider is about to be overtaken by a faster rider.

Shown waved - indicates that a faster rider is about to overtake.

**(4) Chequered black and white flag:**

Finish of race or practice session.

**2) Flags and lights which convey information and instructions:**

**(1) Yellow flag or Flashing Yellow lights:**

Shown waved - indicates that there is a danger on the track.

Riders must slow down and be prepared to stop.

Overtaking is forbidden up until the point that a green flag is shown.

**(2) White Flag:**

An intervention vehicle is on the track.

Shown waved, this flag indicates that the rider will encounter the vehicle in the current section of the track.

It is forbidden for a rider to overtake another rider during the display of the white flag.

Overtaking the intervention vehicle is permitted.

As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

**(3) Red Flag or Red Light:**

Race or practice is being interrupted. Riders must return slowly to the pits.

It is also shown motionless at the pit lane exit when it is closed and on the starting grid at the end of the sighting lap and at the end of the warm-up lap.

**(4) Black Flag:**

This flag conveys instructions to one rider only and is displayed motionless together with the rider's number.

The rider must stop at the pits at the end of the current lap and cannot restart.

Shown at the Finishing line and at MELCO HAIRPIN Post.

**(5) Black Flag with Orange disk (Ø 40 cm):**

This flag conveys instructions to one rider only and is displayed motionless together with the rider's number.

The rider must stop at the pits at the end of the current lap and cannot restart.

Shown at the Finishing line and at MELCO HAIRPIN Post.

**(6) Flashing Blue lights:**

Will be switched on at the pit lane exit at all time during practices and races.

**40. SANCTIONS:**

Any infringement by the riders to the instructions or informations provided by the flags and lights will be sanctioned as follows:

	Practice and warm up sessions	Race
<b>Yellow flag or Flashing Yellow lights</b>	Cancellation of the time of the lap during which the infraction occurred	Fine of US\$100

If immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken; in this case, no penalty will be imposed.

	Practice and warm up sessions	Race
<b>Red Flag or Red Light</b>	Fine of US\$100	Disqualification
<b>Black Flag and Black Flag with Orange disk</b>	Fine of US\$100	Disqualification

#### 41. SAFETY CAR:

- 1) The car will be marked "Safety Car" (SC) on the rear and sides and have three revolving orange lights on the roof.
- 2) When the Clerk of the Course gives the order to deploy the safety car all observers' posts including the start line will display waved yellow flags and a board SC that shall be maintained until the safety car's intervention is over.
- 3) All the competing bikes will line up behind the safety car maintaining the same speed as it.
- 4) All overtaking is forbidden, unless a bike is signalled to do so from the safety car.
- 5) When ordered to do so by the Clerk of the Course, the observer in the safety car will switch on the green light and wave past any bikes between the safety car and the race leader. These bikes will continue at reduced speed without overtaking, until they reach the line of bikes behind the safety car.
- 6) Each time the safety car passes an observers post, the yellow flag will be waved continuously, while the safety car and the bikes following it, remain in the section between this post and the next post.
- 7) While the safety car is in operation, competing bikes may stop at their pit, but may not rejoin the track while the safety car and the line of bikes following it are passing the pit exit. A bike rejoining the track will proceed at reduced speed until it reaches the end of the line of bikes behind the safety car.
- 8) The safety car shall be used until all the bikes on the track are lined up behind it.
- 9) When the Clerk of the Course decides to call in the safety car, the safety car must effect a full lap of the circuit with the revolving lights extinguished which will be the signal for the withdrawal of the flags at the observers posts as soon as the last bike in the train of bikes behind the safety car has left the sector.
- 10) When the safety car pulls off the circuit, a green flag will be waved at the start-line and the green light shown.
- 11) All observers' posts will then show a green flag. Overtaking remains strictly forbidden until the bike pass the green flag or light at the start-line. The green flags will be withdrawn after one (1) lap.
- 12) The switching on/and/off of these lights, as well as the removal of the signalling boards round the circuit, will be done on the orders of the Clerk of the Course. Each lap covered while the safety car is in service will be counted as a race lap.
- 13) If the race is stopped under Article 37 paragraph 4), number (2) the safety car will take the chequered flag and all bikes able to do so, must follow it into the pit lane/paddock or parc fermé and the race results will be counted as at the end of the lap prior to the lap in which the safety car was brought into operation.

#### 42. CLIMATICAL CONDITIONS:

Competitors are advised that no practice or racing will take place in wet or damp conditions.

#### 43. TROPHIES AND PRIZE MONEY:

##### **38<sup>th</sup> Motorcycle Grand Prix and 2<sup>nd</sup> MGPC Scooters Cup:**

##### MCGP:

- 1<sup>st</sup> - HK\$16,000.00 + Trophy
- 2<sup>nd</sup> - HK\$12,000.00 + Trophy
- 3<sup>rd</sup> - HK\$10,000.00 + Trophy
- 4<sup>th</sup> - HK\$8,000.00
- 5<sup>th</sup> - HK\$6,000.00
- 6<sup>th</sup> - HK\$5,000.00
- 7<sup>th</sup> - HK\$4,000.00
- 8<sup>th</sup> - HK\$3,000.00
- 9<sup>th</sup> - HK\$2,500.00
- 10<sup>th</sup> - HK\$2,000.00
- 11<sup>th</sup> - HK\$1,800.00
- 12<sup>th</sup> - HK\$1,600.00
- 13<sup>th</sup> - HK\$1,400.00
- 14<sup>th</sup> - HK\$1,200.00
- 15<sup>th</sup> - HK\$1,000.00

Qualifying practice – Best lap (Pole position) – HK\$2,500.00

Race – Fastest lap – HK\$2,500.00

1<sup>st</sup> - 4-STROKE

First up to 500cc - Trophy

First 501 – 750cc - Trophy

First Over 750cc - Trophy

600 cc – Fastest lap – HK\$2,000.00

FIM 600cc SUPERSPORT

1<sup>st</sup> - Trophy

2<sup>nd</sup> - Trophy

3<sup>rd</sup> - Trophy

2<sup>nd</sup> MGPC SCOOTERS CUP:

1<sup>st</sup> - HK\$2,000,00 +Trophy

2<sup>nd</sup> - HK\$1,500,00 +Trophy

3<sup>rd</sup> - HK\$1,250,00 +Trophy

4<sup>th</sup> - HK\$1,000,00

5<sup>th</sup> - HK\$750,00

6<sup>th</sup> - HK\$500.00

**Classes:**

First 125 cc 4 strokes - Trophy

First 70 cc 2 strokes - Trophy

First 50 cc 2 strokes - Trophy

**44. ADVERTISING AND RIGHTS:**

1) All advertising on the machines, drivers and teams must comply with the local legal requirements and national restrictions required in order to permit the host broadcaster to transmit the event

2) If required by the Organizers, all machines must have the official sticker, displayed in such a manner that it is visible to a forward facing camera.

3) The decision for the positioning of this official sticker rests solely with the Organizers.

4) In the event of a dispute, the final decision rests with the Organizers.

5) Advertising on the machines and the rider equipment is permitted, provided that, in the opinion of the Chief Scrutineer, it does not impair the legibility of the competition numbers or the safety of the vehicle, and complies with local restrictions. The Chief Scrutineer may refuse to pass a vehicle until any offending advertisement is removed.

6) All advertisements must be in position before scrutineering.

7) All audio/visual rights, trademarks and copyrights relating to the event are the property of the event organiser.

7) No on-board cameras may be fitted on the machines without the permission of the Organizers.

## **2<sup>nd</sup> MGPC Scooters Cup**

### **ELIGIBLE VEHICLES:**

- 50 c.c. and 70 c.c., 2 strokes (Automatic transmission).
- 125 c.c., 4 strokes (Automatic transmission)

### **ENTRIES:**

A minimum of 15 entries must be received for the race to be run.

### **ENTRY FEES:**

- MGPC Scooters Cup - MOP \$500 per vehicle.
- Entry fees are not refundable except as qualified in Articles 10 and 11 of the Sporting Regulations.

### **ELIGIBLE RIDERS:**

All riders must hold a National License, issued by the FMN.

All riders must be holders of a valid Macau Permanent Resident Identity Card (or BIRM).

All riders must be holders of a valid Macau driving licence allowing them to drive the type of vehicle according to the entry form.

The name of the rider shall be stated on the official entry form when the entry is submitted.

### **QUALIFIED STARTERS:**

The maximum number of riders permitted to take part in the practice sessions and race is 60.

All riders, in order to qualify as starters in the race, must have practiced during the official practice period and have completed one timed lap.

### **INTERPRETATION AND PENALTIES:**

The interpretation of the Regulations, including any Bulletins and Final Instructions and the choice of sanctions where the present Regulations have not automatically stipulated these, falls to the Stewards.

The decision of the Stewards shall be final.

### **SCRUTINEERING AND DOCUMENTATION/EQUIPMENT CHECK:**

All competing vehicles must be presented at the appointed time and place for examination by official scrutineers, who may, at their absolute discretion, require any rider to comply with their request. Any rider who refuses to comply will be excluded from the race.

The scrutineers will check the vehicle for compliance with the regulations and for sound mechanical condition.

Any competing vehicle which is modified after official scrutineering or which is involved in an accident must be presented to the official scrutineers, whose approval must be obtained before the vehicle is driven on the officially closed course.

A competing vehicle may be subject to scrutineering or dismantling after practice or races to ensure conformity with the regulations.

Riders must be present at the documentation and safety equipment check.

### **COMPETITION NUMBERS:**

All numbers will be allocated before the meeting and must be in position before scrutineering.

The numbers shall be durable and must be shown during practice and racing.

The Chief Scrutineer may reject any vehicle whose numbers do not meet the specifications.

The timekeepers may decline to record the performance of any vehicle whose competition number is not readily apparent to the lap recorders.

Racing numbers must be affixed to the front and the left side of the motorcycle so that they are clearly visible to the spectators and officials.

**REQUIREMENTS FOR SCOOTERS:**Weight:

MGPC Scooters Cup – minimum weights without fuel:

50 cc – 55 kgs.

70 cc – 55 kgs.

125 cc – 70 kgs.

A 1% tolerance in the weight of the machine at the post-race control is accepted.

Handlebars:

Handlebars must have a width of not less than 400 mm (50 c.c. and 70 c.c.) or not less than 450 mm (125 c.c.).

Footrests

For safety reasons, pedals must be removed for competition racing.

Fairing / Bodywork:

- The headlight fairing, if originally mounted, must turn with the handlebars.
- Front mudguards are compulsory if mounted on the originally homologated model.
- No other fairings or aerodynamic devices may be used, apart from the original streamlining or fairing.

Tyres:

Maximum rear rim widths:

- Scooters – not to exceed 400 mm.
- 125 c.c. – 3.5”.

Ignition cut-out:

An ignition cut-out must be fitted to operate when the rider leaves the machine.

Noise-Maximum noise level:

50 c c (2 strokes) - 95 dB/A at 5,000 rpm.

70 c c (2 strokes) – 105 dB/A at 5,000 rpm

125 c c (4 strokes) – 105 dB/A at 5,000 rpm

Engines:

Engines must be normally aspirated.

Cubic capacity of the cylinder/engine will be defined by the swept volume of the cylinder, i.e. the area of the bore of the cylinder multiplied by the stroke.

No tolerance on capacity is permitted.

**START PROCEDURE:**

Time practice: riders will start from a designated area according to the order of arrival to that exit of that area.

Race: riders will depart from a designated area, ordered according to their practice times and will follow the Safety car until the grid, where they will be allocated into their grid positions by the officials.

As each row of the grid is completed the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties.

When all panels have been lowered and the safety car has completed its lap, an official at the rear of the grid will wave a green flag.

The starter will then instruct the official at the front of the grid displaying the red flag to walk to the side of the track.

A red light signal will be displayed for, between 2 to 5 seconds. The red light will go out to START the RACE.

A Medical Car will follow behind the motorcycles for the whole of the first lap.

Anticipating the start shall be penalised by adding 30 seconds to the rider's racing time. Anticipation of the start is defined by the motorcycle moving forward when the red lights are still on.

**FINISH:**

The finish of the race will be when the leading rider having completed the required number of laps, crosses the finish line.

The winner will be flagged with the black and white chequered flag at the finish line.

As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit exit.

The remaining finishing positions will be determined by the number of laps that each rider has completed when the race ends

The chequered flag will then be shown stationary to competitors when they cross the finish line, signifying the end of the race.

On receiving the chequered flag each rider must continue round the circuit at greatly reduced speed for one more lap and return to the paddock, or as directed by the marshals to the "parc fermé", without stopping, without receiving any object whatsoever and without any assistance (except that of the Marshals, if necessary).

Any bike abandoned by its rider, no matter what the reason, or how short the period, shall be considered withdrawn from the race.

Any classified machine, which cannot reach the "parc fermé" under its own power, will be placed under the exclusive control of the marshals, who will take the machine to the "parc fermé".

**ADVERTISING AND RIGHTS:**

Advertising is permitted, provided that, in the opinion of the Chief Scrutineer, it does not impair the legibility of the competition numbers or the safety of the vehicle, and complies with local restrictions. The Chief Scrutineer may refuse to pass a vehicle until any offending advertisement is removed.

All advertisements must be in position before scrutineering.

**COMMITTEE MEMBERS**

Secretary for Social Affairs and Culture, Fernando Chui Sai On – President

João Manuel Costa Antunes – Coordinator

Davina Chu – Deputy Coordinator

Alexis Tam Chon Weng, Carlos Lo Chee Ping, Francisco José Paiva Ribeiro, Vong Kuok Chong, Maria Helena de Senna Fernandes, Manuel Gonçalves Pires Júnior, Licénio L.M. da Cunha, Tse Heng Sai, Alex Vong Iao Lek, Mak Kim Meng, Lo Seng Chi, Maria Natércia Augusta Gil, Chan Wai Sin, Lei Pun Chi, Chong Coc Veng, Mário Ferreira Sin, Wong Chi Hong, Cheong Vai Kei, Anthony Chum Pak Tak, Lo Keng Chio, Wong Jaije Koon Cheung.

**RACE OFFICIALS**

Stewards of the Meeting

(ACMC - Chairman).....TBA

(ACMC) .....TBA

(ACMC) .....TBA

Clerk of the Course..... Carlos Barreto

Deputy Clerk of the Course..... TBA

Deputy Clerk of the Course..... TBA

Race Control Coordinator.....George Munro

Secretary of the Meeting..... Adriano das Neves

Chief Scrutineer..... TBA

Assistant Scrutineer.....Daniel Tam

Pit, Track & Flag Marshal Coordinator..... Lai Chi Kit

Pit, Track & Flag Marshal Assistant Coordinator..... Armando de Jesus

Pit, Track & Flag Marshal Assistant Coordinator..... Herculano Ribeiro

Track Office Coordinator..... Patrick Castro

Chief Starter..... Daniel Pedro

Start and Grid Coordinator..... Eduardo Freitas

Chief Medical Officer..... Dr. Chan Wai Sin

Deputy Chief Medical Officer..... TBA

International Medical Delegate ..... Dr. David Cranston

Chief Police Officer..... Francisco Ribeiro

Chief Fire Brigade Officer..... TBA

**SECRETARIAT**

Secretary for the Macau Grand Prix Committee.....	Angela Che Adelaide Castilho
Competitor Relations (Macau).....	ACMC
Competitor Relations (Hong Kong).....	HKAA
Technical Safety Supervision .....	Licénio L.M. da Cunha Lo Seng Chi Kuong Vai Cheok Mak Kim Meng Lo Chi Kin Filipe C. Dias Coutinho Anthony Chum Pak Tak Wong Jaije Koon Cheung TBA TBA TBA TBA TBA
Transportation Co-ordinator (Macau).....	Doris Leung
Sponsorship and Advertising Co-ordinator.....	Angela Cheong
Administration Support Co-ordinator.....	Anita Kou
Promotion and Logistic Coordinator .....	Lyman Wong

**PROMOTER**

COMISSÃO DO GRANDE PRÉMIO DE MACAU (Macau Grand Prix Committee)  
Avenida da Amizade, N° 207,  
Edifício do Grande Prémio de Macau  
Tel: (853) 7962268 Fax:(853) 727309  
E-mail: macaugp@cgpm.gov.mo

**NATIONAL SPORTING AUTHORITY**

THE FMN OF THE 2004 MACAU GRAND PRIX IS THE “AUTOMÓVEL CLUBE DE MACAU - CHINA”

**ORGANISER**

THE ORGANISER OF THE 2004 MACAU GRAND PRIX IS THE “COMISSÃO DO GRANDE PRÉMIO DE MACAU” (Macau Grand Prix Committee)

THE “AUTOMÓVEL CLUBE DE MACAU-CHINA” PROVIDES ADMINISTRATION ASSISTANCE IN MACAU FOR NATIONAL AND INTERNATIONAL ENTRIES FOR THE MEETING

\* Avenida da Amizade  
Edifício do Grande Prémio de Macau  
Tel (853) 726578 Fax (853) 726579

THE HONG KONG AUTOMOBILE ASSOCIATION PROVIDES ADMINISTRATION ASSISTANCE IN HONG KONG FOR THE RACE MEETING.

G/F 391 Nathan Road,  
Yau Ma Tei, Kowloon, Hong Kong  
Tel: (852) 273 95 273 Fax: (852) 236 90 863

**PROMOTION**

Direcção dos Serviços de Turismo  
Macau Government Tourist Office  
Public Relations Division  
Alameda Dr. Carlos D'Assumpção, n<sup>o</sup>s 335-341,  
Edifício "Hot Line", 13<sup>o</sup> andar, Macau  
Tel: (853) 3971100  
Fax: (853) 372270

**PUBLIC RELATIONS**

Direcção dos Serviços de Turismo  
Macau Government Tourist Office  
Public Relations Division  
Alameda Dr. Carlos D'Assumpção, n<sup>o</sup>s 335-341,  
Edifício "Hot Line", 13<sup>o</sup> andar, Macau  
Tel: (853) 3971100  
Fax: (853) 372270

Gabinete de Comunicação Social de Macau  
Macau Government Information Bureau  
Information Department  
Rua de S. Domingos , 1, Macau  
Tel: (853) 3961140  
Fax: (853) 574449

**INTERNATIONAL MEDIA LIAISON**

PR Plus Ltd.  
Suite 1904, 19/F  
Chinachem Hollywood Centre  
1-13 Hollywood Road  
Central, Hong Kong  
Telephone: (852) 2575 6995 Fax (852) 2838 1260  
E-mail: prplus@hk.super.net

**OFFICIAL APPOINTED COMPANIES**

Official Television Company  
Official MCGP Team Management  
Official Fuel Supplier  
Official Time Keepers  
Official Safety and Rescue Cars Supplier  
Official Rescue Team

Teledifusão de Macau  
Mike Trimby  
TBA  
MST Sports Timing  
TBA  
TBA

**PROVISIONAL PROGRAMME FOR SCRUTINEERING AND DOCUMENTS CHECK**

**15<sup>th</sup> NOVEMBER (MONDAY)**

13:00 - 17:00                      Scrutineering / Equipment / Document Checks - Motorcycle Grand Prix / Scooters Cup.

**16<sup>th</sup> NOVEMBER (TUESDAY)**

09:00 – 12:00      Scrutineering/Equipment/Document Checks – Motorcycle Grand Prix / Scooters Cup

13:00 – 17:00      Scrutineering/Equipment/Document Checks – Motorcycle Grand Prix / Scooters Cup

**17<sup>th</sup> NOVEMBER (WEDNESDAY)**

09:00 – 12:00      Re-Scrutineering

18:15 – 18:40      Riders Meeting (compulsory attendance) – Scooters Cup  
**Venue:** Tourism Activity Centre.

19:00 – 19:25      Riders Meeting (compulsory attendance) – Motorcycle Grand Prix  
**Venue:** Tourism Activity Centre.

**51<sup>st</sup>. MACAU GRAND PRIX**  
**PROVISIONAL PROGRAMME - 18<sup>th</sup> to 21<sup>st</sup>**

**18<sup>th</sup> of NOVEMBER 2004 (THURSDAY)**

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:20	Motorcycle Grand Prix - Practice
08:40	09:10	Tourist Office Cup - Practice
09:25	09:55	Hotel Fortuna Trophy - Practice
10:10	10:40	Formula 3 Grand Prix - Practice
10:55	11:25	Guia Race / Worldwide Touring Car - Practice
11:40	12:10	Asian Formula Renault Challenge - Practice
12:25	12:55	Macau Cup / Asian Touring Car - Practice
13:10	13:55	Formula 3 Grand Prix - Qualifying
14:10	14:55	Guia Race / Worldwide Touring Car - Qualifying
15:10	15:40	Porsche Infineon Carrera Cup Asia - Practice
16:05	16:50	Motorcycle Grand Prix - Qualifying
**	18:30	Circuit Opened

**19<sup>th</sup> of NOVEMBER 2004 (FRIDAY)**

06:00		Circuit closed
06:30	07:00	Circuit Inspection
07:30	08:30	Motorcycle Grand Prix - Qualifying
09:00	09:30	Hotel Fortuna Trophy - Qualifying
09:50	10:20	Tourist Office Cup - Qualifying
10:40	11:10	Formula 3 Grand Prix - Practice
11:30	12:00	Guia Race / Worldwide Touring Car - Practice
12:20	12:50	Asian Formula Renault Challenge - Qualifying
13:10	13:40	Macau Cup / Asian Touring Car - Qualifying
14:00	14:45	Formula 3 Grand Prix - Qualifying
15:05	15:50	Guia Race / Worldwide Touring Car - Qualifying
16:10	16:40	Porsche Infineon Carrera Cup Asia - Qualifying
**	18:30	Circuit Opened

**20<sup>th</sup> of NOVEMBER 2004 (SATURDAY)**

06:00		Circuit closed
06:30	07:00	Circuit Inspection
07:30	08:00	Motorcycle Grand Prix - Warm Up
08:10	08:40	2 <sup>nd</sup> . MGPC Scooters Cup - Timed Practice
09:00	09:10	Formula 3 Grand Prix - Warm up
09:40	10:30	Tourist Office Cup - 10 laps
11:00	11:50	Hotel Fortuna Trophy - 10 laps
12:20	13:30	Macau Cup / Asian Touring Car - 15 Laps
14:00	14:50	51st Macau Grand Prix Formula 3 Qualification Race - 10 laps
15:15	16:15	38 <sup>th</sup> Motorcycle Grand Prix - 15 laps
16:30	17:00	2 <sup>nd</sup> . MGPC Scooters Cup - 5 Laps
**	18:30	Circuit Opened

**21<sup>st</sup> of NOVEMBER 2004 (SUNDAY)**

06:00		Circuit closed
06:30	07:00	Circuit Inspection
07:45	08:05	Guia Race / Worldwide Touring Car - Warm Up
08:15	08:35	Formula 3 Grand Prix - Warm Up
09:05	09:55	Asian Formula Renault Challenge - 10 Laps
10:25	11:15	Porsche Infineon Carrera Cup Asia - 10 Laps
11:45	13:45	Guia Race / Worldwide Touring Car - 2 Legs of 8 laps each with 15 minutes break between Legs
14:00	15:00	Special Event
15:15	15:30	Lion dance
15:45	16:45	51st Macau Grand Prix Formula 3 (FIA Intercontinental Cup) - 15 laps
**	18:30	Circuit Opened

(\*) *If the circuit opens before the programmed time, it will be announced.*

(\*\*) *Organiser reserves the right to re-schedule the programme without prior notice.*